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3rd Floor, Metro Board Room*

Agenda - Final

Wednesday, October 14, 2026

11:00 AM

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Planning and Programming Committee

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(ALSO APPLIES TO BOARD COMMITTEES)

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In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

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- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
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Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

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Los Angeles, CA 90012

7. **SUBJECT: MEASURE M 10-YEAR COMPREHENSIVE ASSESSMENT EVALUATION FRAMEWORK, METRICS, AND WEIGHTING** [2026-0633](#)

RECOMMENDATION

RECEIVE AND FILE the draft project evaluation framework, inclusive of metrics and weighting, for the Measure M 10-Year Comprehensive Assessment (Attachment A).

Attachments: [Attachment A](#)
[Presentation](#)

(ALSO ON EXECUTIVE MANAGEMENT COMMITTEE)

8. **SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS REPORT** [2026-0540](#)

RECOMMENDATION

RECEIVE AND FILE status report on the Countywide Planning Major Project Status Report.

Attachments: [Attachment A - Project Status Report](#)

- SUBJECT: GENERAL PUBLIC COMMENT** [2026-0730](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment



Board Report

File #: 2026-0524, File Type: Policy

Agenda Number: 5.

PLANNING & PROGRAMMING COMMITTEE OCTOBER 14, 2026

**SUBJECT: ADOPTION OF TOLL CREDIT/TRANSPORTATION DEVELOPMENT CREDIT
PROGRAM GUIDELINES**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the Metro Toll Credit/Transportation Development Credit Program Guidelines for eligible Los Angeles County local highway and transit projects that are programmed in the Federal Transportation Improvement Program (Attachment A).

ISSUE

Until this year, Caltrans directly managed California's Toll Credits (TC), also referred to as Transportation Development Credits (TDC). TC/TDC allow local agencies to use federal transportation grants without contributing their own matching funds. Caltrans held the statewide balance of credits, approved each agency's request to use them, and tracked how they were used. With the remaining balance running low, Caltrans adopted a new policy in March 2026 that caps each region's use and transfers responsibility for managing credits to the regions. The Southern California Association of Governments (SCAG), the region's Metropolitan Planning Organization (MPO), in turn assigned that responsibility to each county transportation commission. As a result, Metro is now responsible for managing up to \$91.6 million in TC/TDC for Los Angeles County during Federal Fiscal Years (FFY) 2026 through 2028 (October 2025 through September 2028). This new role includes deciding which projects receive credits, reviewing agency requests before they go to SCAG, and tracking usage so that credits are not lost to other counties. Board adoption of the proposed guidelines establishes how Metro will carry out this new responsibility.

BACKGROUND

Most federal transportation grants pay for only part of a project. The agency receiving the grant must cover the rest with its own non-federal funds (local match), typically 11.47 percent of the cost for federal highway programs and 20 percent for most federal transit capital grants. TC/TDC can be used in place of the local match. With TC/TDC, an eligible project can be paid for entirely with federal funds, and the local agency keeps its own dollars for other needs. TC/TDC come from toll revenue that California has already spent on transportation. When revenue from toll facilities, such as toll bridges and toll roads, is used to build or improve highways, federal law (Title 23, United States

Code) allows the state to count that spending as a “credit” toward the local match on other federally funded highway and transit projects. TC/TDC are not cash. They do not increase the federal funding a project receives or add money to Metro’s budget. They reduce the amount of local money a project must contribute.

In 2012, Caltrans and the Federal Highway Administration (FHWA) agreed that California could apply approximately \$4.2 billion in TC/TDC. Over the years, TC/TDC have been used as a match source by MPOs for MPO-managed projects funded by the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Surface Transportation Block Grant (STBG) Program and the Carbon Reduction Program (CRP). TC/TDC have also been used for programs administered by Caltrans, such as Federal Transit Administration (FTA) transit grants.

Until recently, Caltrans administered the statewide balance itself, reviewing and approving requests to use credits and tracking usage, and it placed no limits on how many credits each region could use. Statewide use has averaged about \$130 million per year. Now, only about \$390 million remains available for regional and local projects. To keep credits available through FFY 2028, Caltrans adopted an Interim Toll Credits Use Policy on March 13, 2026, that caps each region’s use based on its share of federal transportation funding. Following Caltrans’ policy, SCAG’s Regional Council adopted its own Toll Credit policy on July 2, 2026, to divide the region’s credits among its six counties. Under Caltrans’ Policy, SCAG, as the region’s MPO, was allocated \$54.6 million of TC/TDC annually, or \$163.7 million total for FFYs 2026 through 2028, for distribution among its six County Transportation Commissions (CTCs). SCAG also designated the CTCs to distribute the credits within their respective counties. SCAG allocated \$91.6 million to Metro, the CTC for Los Angeles County, based on the County’s 57 percent share of the region’s federal transit, STBG, CMAQ, and CRP funding. This amount is a cap on the credits Los Angeles County projects can use, not a guaranteed or reserved amount. SCAG may shift credits that go unused to other counties.

DISCUSSION

Prior to Caltrans updating the TC/TDC policy in March 2026, the State allowed agencies unlimited access to TC/TDC over several years of programming in the FTIP. However, state and SCAG policies delegated the allocation of toll credits to the CTC level to manage more limited access to TC/TDC. The proposed TC/TDC Guidelines were developed in consultation with major stakeholders, including the Metro Bus Operators Subcommittee, in an attempt to ensure TC/TDC will be available to agencies on an fair and equitable basis. Consistent with Caltrans' historical programming of TC/TDC, toll credit will be available to all agencies obligating eligible federal funds in the current FFY and will be allocated to projects on a first-come, first-served basis.

To guide the development of Metro’s TC/TDC policy and the equitable distribution of TC/TDC, Metro staff examined all projects programmed in the Federal Transportation Improvement Program (FTIP), the federally required list of projects scheduled to receive federal funds, from 2015 to 2025. TC and TDC are treated as the same credit by convention; TC is used for local highway projects, and TDC is used for transit projects (including capital and operations). The FTIP analysis shows that during this period, approximately 392 projects, totaling about \$279 million, were programmed with either TC or TDC. This analysis shows that over this 10-year span, about \$279 million of TC/TDC was programmed for projects, which reflects an annual average draw of \$27.9 million. The current SCAG allocated balance to LA County is \$91.6 million for FFY26 to FFY28. With FFY26 completed, there

are now only two FFYs remaining, which averages \$45.8 million per year of available TC/TDC for agencies to use at match for CMAQ, STBG, CRP, 5307, 5310, 5337, and 5339 federal funds. Staff anticipates that SCAG will make future allocations of TC/TDC to LA County at the same proportion. By number of projects, the split between local highway and transit projects was nearly equal: 52% to 48%. However, transit projects used far more credits than local highway projects at a ratio of about 75% to 25%. Based on these results, staff recommend reserving \$68.6 million (approximately 75%) for transit projects and \$23 million (approximately 25%) for local highway projects for FFY 2026 through 2028. The ratio of 75% for transit projects and 25% for highway projects would be applied through the TC/TDC Guidelines in future years to distribute TC and TDCs.

The following are the Proposed Toll Credit and Toll Development Credit Use Guidelines:

1. TC/TDC may be used as the local match for the following federal fund sources, all of which are also eligible under SCAG's policy:
 - FHWA (federal highway) programs: CMAQ, STBG, and CRP
 - FTA programs: (federal transit) programs: Sections 5307 (Urbanized Area Formula), 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities), 5337 (State of Good Repair), and 5339 (Bus and Bus Facilities)
2. Based on historical use of TC/TDC, 75% of available credits will be allocated to eligible transit projects and 25% to local highway projects. Metro and SCAG's preapprovals are required to program TC/TDC in the FTIP.
3. Agencies must obligate/transfer eligible project federal funds in the approved year of obligation/transfer to be able to use TC/TDC.
4. Projects with CMAQ, STBG, and CRP funding must be on SCAG's Call for Projects award list and included in the Obligation Plan for the intended year of obligation/transfer and included in the Obligation Plan for the intended year of obligation/transfer.
5. Projects with FTA program funds would need to obtain Metro and SCAG's concurrence that the federal funds are available for the year of obligation. Agencies can only obligate funds that have already been appropriated and are available to the Urbanized Area (UZA). For the year of intended obligation, funds could include available prior-year balances and the current obligation-year apportionment. FTA funds must be apportioned and identified in a split letter in order to be obligated.
6. Metro's FTA Section 5310 Program will receive a biennial TDC allocation equal to 15% (approximately \$2.0 million) of the competitive grant funding and 15% (approximately \$2.0 million) of the direct allocation to Access Services for the replacement of aging ADA paratransit vehicles available for the applicable solicitation cycle.
7. To maximize TC/TDC use in the LA region, agencies must use their approved TDC by obligating the project's federal funds in the approved FFY. If an agency does not obligate in that year, Metro will remove the credits from the project in the FTIP.

Staff anticipate high demand for TC/TDC, to maximize TC/TDC use in the LA region, the proposed guidelines require agencies to use their approved TDC by obligating the project's federal funds in the approved FFY. If an agency does not obligate in that year, Metro will remove the credits from the project in the FTIP so other Los Angeles County projects can use them. This keeps credits from going unused and being reassigned by SCAG to other counties.

Although the split between transit and local highway projects is 75% and 25%, respectively, these

percentages are dependent on obligation demand in each FFY. For example, if transit projects do not reach their 75% TDC usage, the TDC balance can be applied to local highway projects if demand exceeds 25% - and vice versa. The TC/TDC set-aside for Metro's Section 5310 Program is similar to the set-aside Caltrans uses for the Section 5310 program it administers.

DETERMINATION OF SAFETY IMPACT

Approving this item will not directly impact the safety of Metro customers or employees. However, since some projects funded with eligible federal funds may include safety enhancements, using TC/TDC would help ensure the timely realization of the projects' anticipated safety benefits.

FINANCIAL IMPACT

Adoption of Metro Toll Credit/Transportation Development Credit Program Guidelines would have no financial impact on the agency.

Impact to Budget

There is no financial impact with this action.

EQUITY PLATFORM

This Metro TC/TDC policy allows local agencies to satisfy the local match requirement for eligible federally funded transportation projects. The Board action will enable local agencies to combine TC/TDC with federal grant funds to advance local highway and transit projects that aim to implement infrastructure and service improvements in disadvantaged communities with concentrated poverty. Metro's projects that use these credits are guided by the Equity Platform's four pillars for planning and implementing projects in disadvantaged areas of Los Angeles County.

All projects with TC/TDC are or will be included in the 2027 FTIP, which incorporates multiple layers of accountability to ensure that disadvantaged communities are not left behind in transportation improvement projects. Furthermore, under the Caltrans framework, SCAG has been tasked with oversight responsibilities, which will further its collaboration with Metro to address equity issues within transportation improvements in Environmental Justice areas, Disadvantaged Communities, Priority Equity Communities, and/or Communities of Concern.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

The VMT (Vehicle Miles Traveled) Targets adopted by the Board aim to achieve the statewide reductions necessary for carbon neutrality by 2045. In line with these targets, this Metro TC/TDC

policy is expected to help reduce VMT in Los Angeles County by funding transit system enhancements and supporting multimodal plans, programs, and infrastructure improvements throughout the region.

Although this policy does not directly promote public transit, carpooling, or active transportation, it plays a crucial role in Metro operations by allocating funds to local agencies to implement a range of transportation improvement projects. Because the Metro Board has established an agency-wide VMT Reduction Target that aligns with these efforts, this policy ultimately supports the agency's overall goal of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goals # 3 and 4.

Goal 3: Enhance communities and lives through mobility and access to opportunity by securing funding to conduct planning, create and enhance programs, and build infrastructure that accelerates infill development, facilitates housing supply, choice, and affordability, affirmatively further fair housing, and reduces VMT.

Goal 4: Transform LA County through regional collaboration and national leadership by facilitating partnerships to deliver transportation projects with significant geographic or regionwide benefits.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommended action. Staff does not recommend this alternative because, without the TC/TDC to satisfy the local match requirement, some agencies may be unable to obligate federal funds and deliver their projects.

NEXT STEPS

After FHWA adopts the 2027 FTIP on December 16, 2026, agencies can request TC/TDC approvals from Metro and SCAG. Subsequently, agencies can program the approved TC/TDC in the 2027 FTIP through an administrative modification or a formal amendment. Metro FTIP staff will monitor and track TD/TDC usage for the \$91.6 million and any future credits allocated to the LA region.

ATTACHMENT

Attachment A - Metro Toll Credit/Transportation Development Credit Guidelines

Prepared by: Michael Richmai, Senior Manager, Countywide Planning & Development, (213) 922-2558

Nancy Marroquin, Senior Director, Countywide Planning & Development, (213) 418-3086

Mark Yamarone, Executive Officer, Countywide Planning & Development, (213) 418-3452

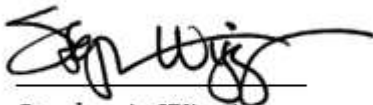
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Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274

A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

METRO TOLL CREDIT/TRANSPORTATION DEVELOPMENT CREDIT PROGRAM GUIDELINES

1. TC/TDC may be used as the local match for the following federal fund sources, all of which are also eligible under SCAG's policy:
 - a. FHWA (federal highway) programs: Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Carbon Reduction Program (CRP).
 - b. FTA programs: (federal transit) programs: Sections 5307 (Urbanized Area Formula), 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities), 5337 (State of Good Repair), and 5339 (Bus and Bus Facilities).
2. Based on historical use of TC/TDC, 75% of available credits will be allocated to eligible transit projects and 25% to local highway projects. Metro and SCAG's preapprovals are required to program TC/TDC in the FTIP.
3. Agencies must obligate/transfer eligible project federal funds in the approved year of obligation/transfer to be able to use TC/TDC.
4. Projects with CMAQ, STBG, and CRP. funding must be on SCAG's Call for Projects award list and included in the Obligation Plan for the intended year of obligation/transfer and included in the Obligation Plan for the intended year of obligation/transfer.
5. Projects with FTA program funds would need to obtain Metro and SCAG's concurrence that the federal funds are available for the year of obligation. Agencies can only obligate funds that have already been appropriated and are available to the Urbanized Area (UZA). For the year of intended obligation, funds could include available prior-year balances and the current obligation-year apportionment. FTA funds must be apportioned and identified in a split letter in order to be obligated.
6. Metro's FTA Section 5310 Program will receive a biennial TDC allocation equal to 15% (approximately \$2.0 million) of the competitive grant funding and 15% (approximately \$2.0 million) of the direct allocation to Access Services for the replacement of aging ADA paratransit vehicles available for the applicable solicitation cycle.
7. Agencies are required to use their approved TC/TDC by obligating the project's federal funds in the approved FFY. If an agency does not obligate in that year, Metro will remove the credits from the project in the FTIP so other Los Angeles County projects can use

them. This keeps credits from going unused and being reassigned by SCAG to other counties.



ADOPTION OF TOLL CREDIT/TRANSPORTATION DEVELOPMENT CREDIT PROGRAM GUIDELINES

Planning and Programming Committee

October 14, 2026

File No. 2026-0524



Metro

RECOMMENDATION

- ADOPT the Metro Toll Credit/Transportation Development Credit Program Guidelines for eligible Los Angeles County local highway and transit projects that are programmed in the Federal Transportation Improvement Program (Attachment A).

BACKGROUND

- Metro is required to establish a policy to implement the use of TC/TDC for projects within Los Angeles County.
- TC/TDC are funding mechanisms used by Metro and other local agencies in Los Angeles County to satisfy the local match requirement for eligible federally funded projects.

NEXT STEPS

- After FHWA/FTA adopts the 2027 FTIP on December 16, 2026, agencies can request TC/TDC approvals from Metro and SCAG.
- Agencies can then begin to program the approved TC/TDC in the 2027 FTIP through an administrative modification or a formal amendment.



Board Report

File #: 2026-0582, File Type: Program

Agenda Number: 6.

PLANNING & PROGRAMMING COMMITTEE OCTOBER 14, 2026

SUBJECT: APPROVAL OF THE 2027 CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM AND SURFACE TRANSPORTATION BLOCK GRANT PROJECT RANKING FRAMEWORK

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or their designee to submit to the Southern California Association of Governments (SCAG) the project ranking framework for Los Angeles County for the 2027 SCAG CMAQ/STBG Call for Projects (Attachment A).

ISSUE

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Surface Transportation Block Grant (STBG) Program Guidelines establish the framework for selecting projects and allocating CMAQ and STBG funds in the Southern California Association of Governments (SCAG) region, in accordance with 23 CFR § 450.332(c) et al. These guidelines outline the SCAG-administered project selection process in compliance with federal requirements for the CMAQ and STBG programs. The guidelines are scheduled for adoption by the SCAG Regional Council in November 2026.

In January 2027, SCAG will issue a call for nominations inviting agencies in Los Angeles County to submit applications for capital projects and non-capital programs seeking CMAQ and STBG funding apportionments available to the SCAG region for federal fiscal years (FFYs) 2029 and 2030. Metro staff and regional Council of Governments representatives will review and rank Los Angeles County applications using the Metro Board-adopted project ranking criteria. The ranked Los Angeles County projects will be presented to the Metro Board for adoption at the July 2027 meeting. SCAG will then review and prioritize each project received from all six counties in the SCAG region and make the final project funding awards at the December 2027 Regional Council (RC) Meeting.

BACKGROUND

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require Caltrans to ensure that sub-recipients of CMAQ and STBG funds statewide administer these programs in compliance with federal program guidance and regulations. SCAG, as the region's

designated Metropolitan Planning Organization (MPO), manages these two programs through a regional call for projects process to comply with federal requirements.

As part of the regional call for nominations, all County Transportation Commissions (CTCs) in the SCAG region, including Metro, will assist by conducting initial project screening using the SCAG-developed ranking criteria. After Metro submits the ranked projects for Los Angeles County, SCAG staff will evaluate all nominations against SCAG's own set of program criteria and recommend a list of projects and funding amounts for final SCAG RC approval.

DISCUSSION

SCAG will open the project application for funding on February 1, 2027. Metro staff then notify all cities and eligible agencies of the application release and the application submission schedule. To meet the August 2, 2027, deadline for CTCs to submit their prioritized projects to SCAG, agencies must submit their applications by April 2, 2027, to allow staff time to review and rank them.

Staff will also notify the Council of Governments (COGs) and subregions about the grant opportunity. Office hours will be available on Tuesday and Thursday mornings, during which agencies can schedule time to answer questions about project eligibility and the application process.

Project and Program Ranking Criteria

The SCAG guidelines require each county to apply the following four criteria to rank each project and program into one of four categories: Highest Alignment, Strong Alignment, Moderate Alignment, and Limited Alignment.

Staff are proposing that the following four criteria be used to evaluate and rank projects submitted in Los Angeles County:

1. **Eligibility:** Metro will screen potential implementing agencies and projects/programs for eligibility with federal and regional requirements. Projects must be eligible for CMAQ and/or STBG funds, as detailed in 23 USC Sec. 133, 149, et al.
2. **Alignment with Metro Plans and Policies:** Projects/programs must support adopted Metro plans, policies, and objectives
3. **Community/Stakeholder Engagement:** Metro will prioritize project/program nomination applications with demonstrated community support from priority populations. Community support may be determined through a variety of means, including (but not limited to):
 - a. Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, etc.; and/or
 - b. Endorsement by a community-based organization representing Priority Equity Communities.
 - c. Subregional support. Endorsement by a Council of Government or Subregional Board
4. **Equity:** Alignment with Metro's Equity Program and benefits to Metro Equity Focus Communities
5. **Deliverability and Readiness:** Metro will evaluate potential implementing agencies and projects/programs for deliverability issues. Commissions should consider if potential

implementing agencies have sufficient capacity and technical expertise to meet delivery deadlines. Commissions should encourage projects with demonstrated readiness within the programming period.

COG representatives participated in the review and ranking during the SCAG 2025 Call for Projects. For the 2027 Call for Projects, staff will again invite COG representatives to participate in the review and ranking of all the submitted applications.

DETERMINATION OF SAFETY IMPACT

Approving this item will not have a direct impact on the safety of Metro customers or employees. However, because some of the projects eligible for these funds include safety enhancements, avoiding potential risks associated with maintaining the grant funding is essential to ensure the timely realization of the anticipated safety benefits these projects will provide.

FINANCIAL IMPACT

Adoption of program guidelines and project ranking framework for Los Angeles County for the 2027 SCAG CMAQ/STBG Call for Projects would have no financial impact.

EQUITY PLATFORM

CMAQ and STBG funds are intended to provide a flexible funding source for State and local governments to support transportation projects and programs that reduce congestion and improve air quality in areas that do not meet the National Ambient Air Quality Standards. The Board action will help secure funding from a program intended to advance transit and other multimodal plans, programs, and infrastructure improvements within and for lower-resourced communities, areas of concentrated poverty, historically disadvantaged communities, and/or areas with lost or reduced service. The proposed project ranking criteria will embed justice, equity, diversity, and inclusion considerations into the CMAQ/STBG Call for Nominations process by requiring project applicants to demonstrate direct and/or indirect benefits to Metro EFCs.

Nearly all Metro Equity Focus Communities (EFCs) overlap with one or more indicators in SCAG's mapping tool for identifying Priority Equity Communities (PECs). SCAG's Priority Equity Communities (PECs) are census tracts in the six-county region with a higher concentration of historically marginalized populations and susceptibility to inequitable outcomes across several socioeconomic factors. Census tracts identified as PECs are similar to Metro's EFCs in that they are determined using a combination of the following socioeconomic factors: low-income households and people of color; and people of vulnerable ages, with disabilities, limited English proficiency, limited vehicle and transit access, single-parent households, and burdened housing costs.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT

reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

The VMT (Vehicle Miles Traveled) Targets adopted by the Board are intended to achieve the statewide reductions necessary for carbon neutrality by 2045. In line with these targets, this initiative is expected to help reduce VMT in Los Angeles County by funding transit system enhancements and supporting multimodal plans, programs, and infrastructure improvements throughout the region.

Although this initiative does not directly promote public transit, carpooling, or active transportation, it plays a crucial role in Metro operations by funding local agencies to implement a range of transportation improvement projects. Because the Metro Board has established an agency-wide VMT Reduction Target that aligns with these efforts, this initiative ultimately supports the agency's overall goal of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following Strategic Plan Goals:

Goal 3: Enhance communities and lives through mobility and access to opportunity by securing funding that will conduct planning, create and enhance programs, and build infrastructure that accelerates infill development that facilitates housing supply, choice, and affordability, affirmatively further fair housing, and reduce VMT.

Goal 4: Transform LA County through regional collaboration and national leadership by facilitating partnerships to deliver transportation projects with significant geographic or regionwide benefits

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommended actions. SCAG requires each County Transportation Commission (CTC) to adopt project ranking guidelines. The Board can modify the guidelines for Los Angeles County or use the SCAG-adopted guidelines.

NEXT STEPS

Staff will ensure that all eligible agencies in Los Angeles County are aware of the opportunity to apply for CMAQ and STBG funding through the 2027 SCAG Call for Projects by hosting workshops as early as January 2027. Office hours will also be held from February through March 31, 2027, when the application window closes.

ATTACHMENT

Attachment A - 2027 Ranking Framework

Prepared by: Michael Richmai, Senior Manager, Countywide Planning & Development, (213) 922-

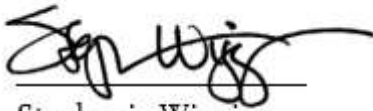
2558

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A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

THE 2027 CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM AND SURFACE TRANSPORTATION BLOCK GRANT PROJECT RANKING FRAMEWORK

In January 2027, SCAG will issue a call for nominations inviting agencies in Los Angeles County to submit applications for capital projects and non-capital programs seeking CMAQ and STBG funding apportionments available to the SCAG region for federal fiscal years (FFYs) 2029 and 2030.

The SCAG guidelines require each county to apply Project Ranking Criteria to rank each project into one of four categories: Highest Alignment, Strong Alignment, Moderate Alignment, and Limited Alignment. Metro staff and regional Council of Governments representatives will review and rank Los Angeles County applications using the following Metro Board-adopted project ranking criteria.

LA Metro Project and Program Ranking Framework

The following four criteria will be used to evaluate and rank projects and programs submitted in Los Angeles County:

1. **Eligibility:** Metro will screen potential implementing agencies and projects/programs for eligibility with federal and regional requirements. Projects must be eligible for CMAQ and/or STBG funds, as detailed in 23 USC Sec. 133, 149, et al.
2. **Alignment with Metro Plans and Policies:** Projects/programs must support adopted Metro plans, policies, and objectives
3. **Community/Stakeholder Engagement:** Metro will prioritize project nomination applications with demonstrated community support from priority populations. Community support may be determined through a variety of means, including (but not limited to):
 - a. Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, etc.; and/or
 - b. Endorsement by a community-based organization representing Priority Equity Communities.
 - c. Subregional support. Endorsement by a Council of Government or Subregional Board
4. **Equity:** Alignment with Metro's Equity Program and benefits to Metro Equity Focus Communities
5. **Deliverability and Readiness:** Metro will evaluate potential implementing agencies and projects for deliverability issues. Commissions should consider if potential implementing agencies have sufficient capacity and technical expertise

to meet delivery deadlines. Commissions should encourage projects with demonstrated readiness within the programming period.



APPROVAL OF THE 2027 CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM AND SURFACE TRANSPORTATION BLOCK GRANT PROJECT RANKING FRAMEWORK

Planning and Programming Committee

October 14, 2026

File No. 2026-0582



Metro

Recommendation

AUTHORIZE the Chief Executive Officer or their designee to submit to the Southern California Association of Governments (SCAG) the project ranking framework for Los Angeles County for the 2027 SCAG CMAQ/STBG Call for Projects (Attachment A).

Background

- SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region that includes Los Angeles County, is required in federal funding guidelines to program CMAQ/STBG funds
- In January 2027, SCAG will issue a call for nominations inviting agencies in Los Angeles County to submit applications for CMAQ and STBG funding apportionments available to the SCAG region for federal fiscal years (FFYs) 2029 and 2030.
- Metro staff, with two COG representatives, will review and rank the applications for Los Angeles County. Staff is seeking Board approval of the project rankings criteria. The ranked projects for Los Angeles County will be presented to the Metro Board for adoption at the July 2027 meeting.
- SCAG will then prioritize projects received from all six counties in the SCAG region and will make the final project funding awards at their December 2027 Regional Council (RC) Meeting.

Project Ranking Framework

The SCAG guidelines require each county to adopt and apply a Project Ranking Framework that includes criteria for evaluating and ranking each project. Projects will be evaluated into four categories: Highest Alignment, Strong Alignment, Moderate Alignment, and Limited Alignment.

Staff is proposing the following four criteria be used to evaluate and rank projects:

1. **Eligibility:** Potential implementing agencies and projects must be eligible for CMAQ and/or STBG funds, as detailed in 23 USC Sec. 133, 149, et al.
2. **Community/Stakeholder Engagement:** Project nomination applications must demonstrate community support.
3. **Equity:** Alignment with Metro's Equity Program and benefits to Metro Equity Focus Communities
4. **Deliverability and Readiness:** Implementing agencies must demonstrate sufficient capacity and technical expertise to meet deadlines. Projects must demonstrate readiness and the ability to obligate the funds within the programming period.

Next Steps

- SCAG will open the project application for funding on February 1, 2027. Metro staff then notify all cities and eligible agencies of the application release and the application submission schedule.
- Staff will host workshops and office hours starting in January 2027 to ensure eligible agencies are aware of the opportunity to apply.
- Agencies must submit their applications by April 2, 2027. This timeline allows staff sufficient time to review and rank the submitted projects.



Board Report

File #: 2026-0633, File Type: Plan

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE

OCTOBER 14, 2026

EXECUTIVE MANAGEMENT COMMITTEE

OCTOBER 15, 2026

**SUBJECT: MEASURE M 10-YEAR COMPREHENSIVE ASSESSMENT EVALUATION
FRAMEWORK, METRICS, AND WEIGHTING**

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the draft project evaluation framework, inclusive of metrics and weighting, for the Measure M 10-Year Comprehensive Assessment (Attachment A).

ISSUE

Section 7(g) of the Measure M Ordinance requires that, beginning in Fiscal Year 2027, Metro conduct a comprehensive assessment of the projects and programs in the Measure M Expenditure Plan that are completed or anticipated to be completed during the next ten-year period. Measure M Guidelines further establish that the assessments are to be coordinated with Metro's Long Range Transportation Plan (LRTP) updates, including LRTP performance metrics, and provide a comprehensive review to assess changes in circumstances affecting the delivery of projects and programs within their schedules as identified in the Measure M Expenditure Plan.

A project evaluation framework, inclusive of metrics and weighting, is an effective tool for preparing a specific evaluation in the Measure M 10-Year Comprehensive Assessment (Assessment), which assesses the performance of Measure M's Expenditure Plan major capital projects and programs.

The purpose of this report is to receive feedback from the Committee on the draft project evaluation framework this month, before submitting for final approval at the December Board meeting.

BACKGROUND

The Measure M Ordinance establishes an ongoing framework for oversight and accountability of all projects and programs funded through Measure M. At five-year intervals, Metro prepares a comprehensive assessment of all implemented projects and programs to evaluate overall program performance and identify opportunities to improve coordination, delivery, and effectiveness, informed by current practices, best practices, and organizational changes.

The first Measure M Five-Year Comprehensive Assessment and Equity Report was completed in 2023 and evaluated the initial five years of Measure M implementation, from July 2017 through June 2022. The current Assessment will build upon that effort by incorporating both a retrospective evaluation of Measure M program performance and an assessment of Measure M projects and programs completed or anticipated to be completed over the next ten-year period. Upon completion of the Assessment process, a final report will be presented to the Metro Board for consideration. At that time, if the Assessment is approved by a two-thirds vote, the Board may then consider amendments to the Measure M Ordinance and Expenditure Plan within the parameters established by the Ordinance.

At its July 2026 meeting, the Board approved the [Assessment objectives and criteria](https://boardagendas.metro.net/board-report/2026-0406/) that describe the entirety of the Measure M 10-Year Comprehensive Assessment, including the retrospective examination of the Measure M program achievements. The project evaluation framework, inclusive of metrics and weighting, provides complementary tools for evaluating Expenditure Plan major projects and programs anticipated to be completed over the next 10-year period.

DISCUSSION

The draft Project Evaluation Framework establishes a consistent approach for evaluating the performance and potential benefits of Measure M-funded projects and programs. The framework is designed to support a transparent, data-driven, and policy-aligned evaluation that considers both project delivery and the broader transportation outcomes that Measure M investments intend to advance. The framework will complement the broader Assessment by providing a structured approach to evaluating future major projects, while the Assessment also considers the historical performance and implementation of the Measure M program as a whole.

The draft framework was developed to be consistent with the original goals in Measure M and best practices established in prior Metro evaluation approaches. In developing the draft framework, staff considered the following Metro frameworks: the Measure M Pre-Evaluation (2015) the 2020 Long Range Transportation Plan, the 2023 Measure M Five-Year Comprehensive Assessment and Equity Report, Board actions related to future Measure M assessments, and the 2025 Recommended Goals, Objectives, and Metrics for Metro Cost Benefit Analysis.

The draft Project Evaluation Framework consists of three primary elements: Performance Metrics, Evaluation Categories, and Evaluation Category Weights.

Draft Performance Metrics

The Measure M 10-Year Assessment takes place within a transportation landscape that has evolved since Measure M's adoption in 2016. Changes in travel behavior (largely influenced by the pandemic), emerging technologies, shifting economic conditions, demographic trends, and evolving policy priorities underscore the need to periodically reassess the Measure M investment plan. In developing the performance metrics list for this evaluation, staff have aimed to be consistent with previous frameworks while recognizing that changing conditions and priorities should be taken into

consideration when evaluating future projects.

The draft evaluation Performance Metrics, highlighted in Table 1 below, aim to be consistent with five previously approved Metro frameworks and guiding documents. These include:

- **Measure M Pre-Evaluation (2015):** These metrics, approved in 2015 by the Board, were used to evaluate projects for inclusion in the 2016 Measure M ballot measure
- **Long Range Transportation Plan (LRTP) (2020):** The 2020 LRTP calculated the existing and future performance of the LA County transportation system across a range of metrics, many of which are applicable for project performance evaluations
- **The Measure M Five-Year Comprehensive Assessment and Equity Report (2023) and Related Board Amendments:** The first five-year assessment focused on past project performance, and quantified system-wide performance for many metrics that are meaningful project evaluation metrics
- **Board Amendments:** amendments adopted by the Board with the approval of the Measure M Five-Year Comprehensive Assessment and Equity Report (2023)
- **Recommended Goals, Objectives, and Metrics for Metro Cost Benefit Analysis (CBA) (2025):** This Board adopted framework provides a series of metrics that could be used to evaluate the benefits of major capital projects

Table 1 below highlights the proposed Assessment performance metrics and their alignment with previously established frameworks and studies.

Table 1. Proposed Project Evaluation Performance Metrics

Comprehensive Assessment Performance Metric	Measure M Pre-Evaluation (2015)	L RTP (2020)	MM 5yr Report (2023)	Board Amendments (2023)	CBA Goals & Metrics (2025)
Access to Opportunity: All destinations*	x	x	x	x	x
Access to Opportunity: Jobs & Retail*	x	x	x	x	x
Access to Opportunity: Quality of Life (parks, cultural centers, healthcare, schools, senior centers) *	x	x	x		x
Active transportation trips	x				
Average vehicle occupancy	x	x			
Fatal and Severe Injury Collisions	x	x		x	x
Greenhouse Gas Emissions		x		x	x
Gross regional product		x			x
Improved travel time reliability	x	x		x	x
Increased system-wide connectivity			x	x	
Increased person throughput		x		x	x
Investment in Equity Focus Communities	x	x	x	x	
Jobs/job years created	x	x			x
Non-SOV Mode Share	x	x			x
Reduced conflict points	x				x
System redundancy for emergency					x
Transit oriented development potential	x				x
Transit ridership	x	x	x	x	
Travel time improvement	x	x			x
Vehicle Hours of Delay		x		x	x
Vehicle Miles Traveled		x		x	x

*Access to Opportunity, including the precise destination definitions, is currently being defined.

Draft Evaluation Categories

In 2015, Metro established evaluation categories based on the Measure M Ordinance goals. The draft Assessment evaluation categories mirror the framework previously used to evaluate major capital projects in the Measure M Expenditure Plan.

The proposed evaluation categories include:

- Mobility
- Accessibility
- Transportation Safety
- Sustainability and Quality of Life
- Economy

Table 2 illustrates how the goals established in the Measure M ordinance are consistent with these draft evaluation categories.

Table 2. Measure M Goals and Draft Project Evaluation Criteria

Measure M Goal	Mob	Acc	Saf	Sbl/QoL	Ecn
Improve freeway traffic flow; reduce bottlenecks and ease traffic congestion.	X				
Expand the rail and rapid transit system; accelerate rail construction and build new rail lines; enhance local, regional, and express bus service; and improve system connectivity.	X	X			
Repave local streets, repair potholes, synchronize signals; improve neighborhood streets and intersections, and enhance bike and pedestrian connections.	X	X	X	X	
Keep the transit and highway system safe; earthquake-retrofit bridges, enhance freeway and transit system safety, and keep the transportation system in good working condition.			X		
Make public transportation more accessible, convenient, and affordable for seniors, students, and the disabled and provide better mobility options for our aging population.	X	X			
Embrace technology and innovation; incorporate modern technology, new advancements, and emerging innovations into the local transportation system.	X				X
Create jobs, reduce pollution, and generate local economic benefits; increase personal quality time and overall quality of life.				X	X
Provide accountability and transparency; protect and monitor the public's investments through independent audits and oversight.			X		

Draft Evaluation Category Weights

The proposed evaluation category weights are consistent with previous Metro frameworks, including the Measure M Pre-Evaluation(2015) framework and the more recent CBA methodology. Table 3 shows the two previously adopted weighting frameworks, as well as the proposed weighting for the Assessment.

Table 3. Draft Evaluation Categories and Weights

Measure M Pre-Evaluation Goals (2015)	Weight	CBA Goals (2025)	Weight	MM Comp Assessment (Draft)	Weight
Mobility	45.0%	Mobility & Accessibility	40%	Mobility	40%
Accessibility	17.5%			Accessibility	20%
Safety	12.5%	Safety/Health	15%	Transportation Safety	12.5%
Sustainability & Quality of Life	12.5%	Environmental Sustainability	15%	Sustainability & Quality of Life	12.5%
		Operational Sustainability	15%		
Economy	12.5%	Economic Impact	15%	Economy	15%
TOTAL	100.0%	TOTAL	100.0%	TOTAL	100.0%

Table 4 below shows the complete draft evaluation framework, which ties together the performance metrics, evaluation categories, and category weights. The proposed weighting is consistent with the previous frameworks, prioritizing Mobility and Accessibility the most and maintaining the importance of the other categories.

- **Mobility (40%):** This category evaluates how effectively a project improves the movement of people and goods throughout the transportation system. Metrics such as average vehicle occupancy, travel time reliability, person throughput, travel time improvements, and reductions in vehicle hours of delay measure whether investments increase system efficiency, reduce time spent traveling, and maximize the use of available transportation capacity.
- **Accessibility (20%):** This category assesses how well the transportation system connects people to destinations, services, and travel options. The included metrics measure access to opportunities, active transportation usage, system connectivity, non-single-occupancy vehicle mode share, and transit ridership to determine whether a project expands mobility choices and improves access for a broad range of users.
- **Transportation Safety (12.5%):** This category focuses on reducing the risk and consequences of transportation-related incidents for all users. Metrics related to fatal and severe-injury collisions, conflict point reduction, and emergency system redundancy evaluate how projects enhance safety, improve network resilience, and provide reliable transportation access during emergencies.
- **Sustainability and Quality of Life (12.5%):** This category explores the extent to which projects support environmental goals, equitable outcomes, and livable communities. Metrics such as access to destinations that enhance everyday life, investment in Equity Focus Communities, potential for transit-oriented development, greenhouse gas emissions, and vehicle miles traveled assess how projects contribute to healthier, more sustainable, and more inclusive communities.
- **Economy (15%):** This category evaluates a project's contribution to regional economic vitality and prosperity. Through metrics that measure impacts on gross regional product and job creation, as well as access to employment and shopping centers, this category assesses how projects support workforce access and economic growth.

Table 4. Proposed Assessment Evaluation Framework

Evaluation Category	Performance Metric
Mobility (40%)	Average vehicle occupancy
	Improved travel time reliability
	Increased person throughput
	Travel time improvement
	Vehicle Hours of Delay
Accessibility (20%)	Access to Opportunity: All destinations
	Active transportation trips
	Increase system-wide connectivity
	Non-SOV Mode Share
	Transit ridership
Transportation Safety (12.5%)	Fatal and Severe Injury Collisions
	Reduced conflict points
	System redundancy for emergency
Sustainability and Quality of Life (12.5%)	Access to Opportunity: Quality of Life (parks, cultural centers, healthcare, schools, senior centers)
	Greenhouse Gas Emissions
	Investment in Equity Focus Communities
	Transit oriented development potential
	Vehicle Miles Traveled
Economy (15%)	Access to Opportunity: Jobs & Retail
	Gross regional product
	Jobs/job years created

Results from the project evaluations, coupled with data gathered in the Assessment and forthcoming stakeholder engagement, will inform staff recommendations, including consideration of any proposed amendments to the Measure M Ordinance and Expenditure Plan.

DETERMINATION OF SAFETY IMPACT

There is no safety impact associated with the information contained in this report. This action would establish the evaluation framework, metrics, and weighting to guide the Measure M 10-Year Comprehensive Assessment.

FINANCIAL IMPACT

Approval of the Measure M 10-Year Comprehensive Assessment evaluation framework, metrics, and weighting does not directly impact the agency's finances.

EQUITY PLATFORM

The proposed evaluation framework, metrics, and weighting for the Measure M 10-Year Comprehensive Assessment will guide a broad analysis of Measure M's impacts through Metro's Equity Platform framework. Metro serves riders throughout the Los Angeles region. The Assessment will consider the impacts of Metro's investments on the people of Los Angeles County by analyzing demographic disparities in ridership, mobility choices, and investments. Work on the Assessment also includes the development of an Access to Opportunity tool that will be used to deepen understanding of how Measure M investments have shaped access to opportunity in Los Angeles County.

Findings from the Assessment will be shared widely with stakeholders across the region to validate and contextualize the quantitative analyses. Through this engagement process, stakeholders will have the opportunity to provide perspectives on how the findings reflect or differ from their experiences with the Metro system. This input will help ground the data in the lived experiences of our riders and strengthen the overall assessment.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through comprehensive planning activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. This aligns with Metro's Board-adopted VMT reduction targets, which build on the success of existing investments.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Assessment supports Strategic Plan Goal #5, which seeks to "Provide responsive, accountable, and trustworthy governance within Metro." The Assessment will provide transparency and accountability in the delivery of the Measure M program and seek to ensure its effective delivery over the next decade.

ALTERNATIVES CONSIDERED

The Board may choose not to proceed with the recommended evaluation framework, metrics, and weighting; however, the proposed evaluation framework maintains continuity with the frameworks used to develop Measure M and is consistent with more recent Board actions to establish a consistent evaluation process.

NEXT STEPS

Upon approval of the evaluation framework, metrics, and weighting, staff will begin the technical work to evaluate the Measure M major capital projects and programs completed or anticipated to be completed in the next ten years.

In spring 2027, staff will present a status update of the Assessment to the Board, including a discussion on implications of potential amendments. Based on the feedback received, staff will revise and release the completed Assessment and potential proposed amendments for public review. The Assessment and proposed amendments will subsequently be presented to the Measure M Independent Taxpayer Oversight Committee (MMITOC) for comment on the Assessment and to make requisite findings on amendments in summer 2027. The final Assessment and recommended amendments will be presented to the Board for consideration in fall 2027. At that time, if the Assessment is approved by a two-thirds vote, the Board may then consider amendments to the Measure M Ordinance and Expenditure Plan within the parameters established by the Ordinance.

ATTACHMENT

Attachment A - Project/Program Evaluation Metrics

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Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

Project Evaluation Framework		
Category	Weighting	Performance Metric
Mobility	40%	Average vehicle occupancy
		Improved travel time reliability
		Increased person throughput
		Travel time improvement
		Vehicle Hours of Delay
Accessibility	15%	Access to Opportunity: All destinations
		Active transportation trips
		Increase system-wide connectivity
		Non-SOV Mode Share
		Transit ridership
Transportation Safety	12.5%	Fatal and Severe Injury Collisions
		Reduced conflict points
		System redundancy for emergency
Sustainability and Quality of Life	12.5%	Access to Opportunity: Quality of Life (parks, cultural centers, healthcare, schools, senior centers)
		Greenhouse Gas Emissions
		Investment in Equity Focus Communities
		Transit oriented development potential
		Vehicle Miles Traveled
Economy	15%	Access to Opportunity: Jobs & Retail
		Gross regional product
		Jobs/job years created



MEASURE M 10-YEAR COMPREHENSIVE ASSESSMENT PROJECT EVALUATION FRAMEWORK, METRICS AND WEIGHTING

PLANNING & PROGRAMMING COMMITTEE
EXECUTIVE MANAGEMENT COMMITTEE

File# 2026-0633
OCTOBER 2026

RECOMMENDATION

RECEIVE AND FILE the draft project evaluation framework, inclusive of metrics, and weighting, for the Measure M 10-Year Comprehensive Assessment (Attachment A).

Measure M 10-Year Comprehensive Assessment Framework



GOALS

Measure M

NOVEMBER 2016



OBJECTIVES AND CRITERIA

Comprehensive Assessment

JULY 2026



METRICS & WEIGHTING

MM 5-Year

- > State of the System and Quality of Life
- > Program Delivery

MM 10-Year

- > Capital Project Performance and Delivery Assessment

WE
ARE
HERE

FY23

FY27

FY32

FY37



Project Evaluation Categories and Weighting

Measure M Evaluation Goals (2015)	Weight	CBA * Goals (2025)	Weight	MM Comp Assessment (Draft)	Weight
Mobility	45.0%	Mobility & Accessibility	40%	Mobility 	40%
Accessibility	17.5%			Accessibility 	20%
Safety	12.5%	Safety/Health	15%	Transportation Safety 	12.5%
Sustainability & Quality of Life	12.5%	Environmental Sustainability	15%	Sustainability & Quality of Life 	12.5%
		Operational Sustainability	15%		
Economy	12.5%	Economic Impact	15%	Economy 	15%
TOTAL	100.0%	TOTAL	100.0%	TOTAL	100.0%

Draft Project Evaluation Metrics

**Consistent with
past and current
Metro frameworks**



Mobility

Average Vehicle Occupancy

Travel Time Reliability

Person Throughput

Vehicle Hours of Delay

Travel Time



Transportation Safety

Fatal & Severe Injury Crashes

Conflict Points

System Redundancy



Economy

A20 Jobs & Retail

Gross Regional Product

Jobs/Job Years



Accessibility

A20¹ All Destinations

Active Transportation Trips

Systemwide Connectivity

Mode Share

Transit Ridership



Sustainability & Quality of Life

A20 Quality of Life

GHG² Emissions

Investment in EFCs³

TOD⁴ Potential

Vehicle Miles Traveled

1. Access to
Opportunity; 2.
Greenhouse Gas
Emissions; 3. Equity
Focus Communities;
4. Transit-Oriented
Development.

Draft Complete Evaluation Framework

WEIGHTING

METRICS



40%
Mobility

Average Vehicle Occupancy

Travel Time Reliability

Person Throughput

Vehicle Hours of Delay

Travel Time



20%
Accessibility

A2O¹ All Destinations

Active Transportation Trips

Mode Share

Systemwide Connectivity

Transit Ridership



12.5%
Transportation Safety

Fatal & Severe Injury Crashes

Conflict Points

System Redundancy



12.5%
Sustainability & Quality of Life

A2O Quality of Life

GHG²Emissions

Investment in EFCs³

TOD⁴ Potential

Vehicle Miles Traveled



15%
Economy

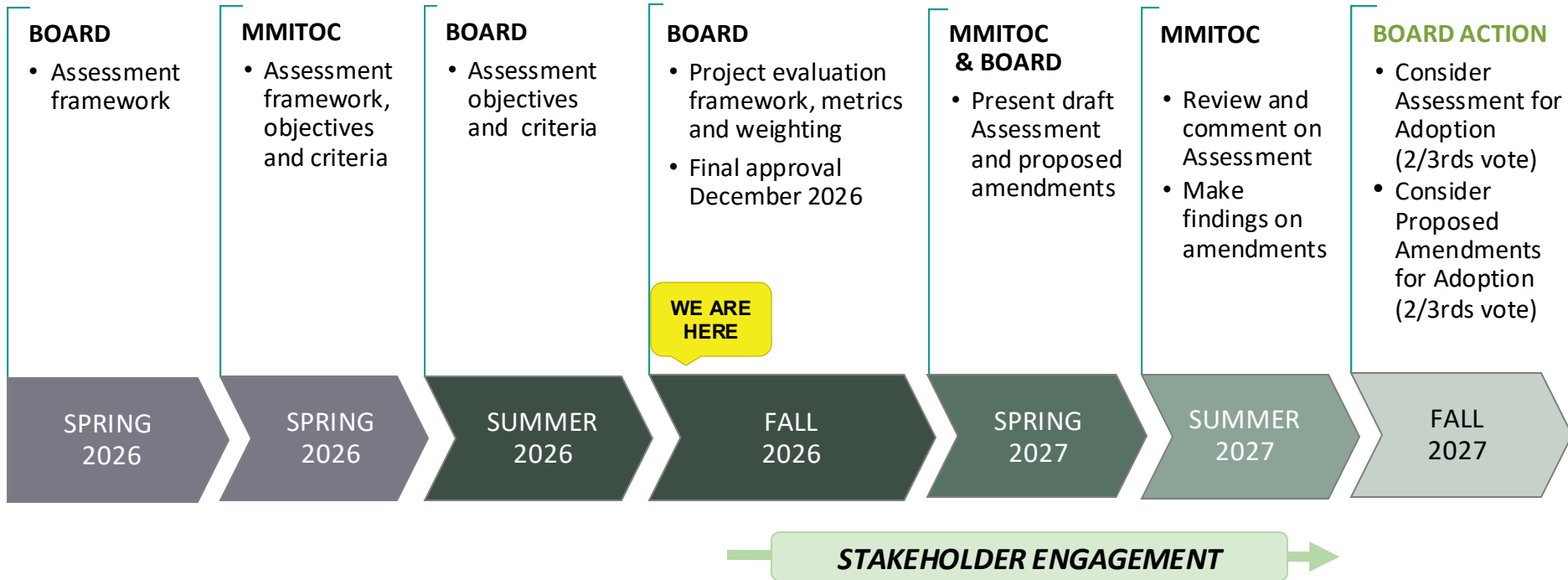
A2O Jobs & Retail

Gross Regional Product

Jobs/Job Years

1. Access to Opportunity; 2. Greenhouse Gas Emissions; 3. Equity Focus Communities; 4. Transit-Oriented Development.

Milestone Schedule and Next Steps





Board Report

File #: 2026-0540, **File Type:** Informational Report

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 14, 2026

SUBJECT: COUNTYWIDE PLANNING MAJOR PROJECT STATUS REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on the Countywide Planning Major Project Status Report.

ISSUE

Countywide Planning and Development's (CPD) major projects status report is prepared by CPD, with support from Program Management, Operations, and Shared Mobility, to provide highlights of capital projects in the planning phases of development. These include transit corridor projects such as rail and bus rapid transit, regional rail, Measure M active transportation corridor projects, ExpressLanes projects, and complete streets and highway improvements.

BACKGROUND

Metro's mission is to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County. CPD oversees the planning of major capital projects to support this mission. The status report provides a quarterly update on major projects as they advance through alternatives and feasibility analyses, technical analyses for environmental certification, selection of preferred projects, cost estimation and funding development, and evaluation of project delivery methods. Following environmental planning milestones, projects typically transition from CPD to Program Management and are included in the Program Management Major Project Status report, which is provided on a quarterly basis to the Metro Board's Construction Committee.

DISCUSSION

The attached Project Status Report (Attachment A) provides an update on transit, active transportation corridors, ExpressLanes, and complete streets and highway projects in various stages of development.

EQUITY PLATFORM

This report is provided on a regular basis and includes status updates for multiple projects; equity

assessments are provided as baseline summaries with subsequent updates when equity conditions change. A refreshed set of baseline assessments were provided in the previous July 2026 quarter. There are no updates or changes to those project equity assessments this quarter.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

The projects in this report have mixed outcomes, but taken together, they will likely decrease VMT in LA County. Although some individual projects may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region. The VMT outcomes for each project in this report were provided in detail in the previous July 2026 quarter (<https://boardagendas.metro.net/board-report/2026-0029/>). There are no changes or updates to the VMT outcomes this quarter.

Within this suite of projects, Metro seeks to reduce single-occupancy vehicle trips, provide a safe transportation system, multimodal options, improve safety and mobility; and increase accessibility to destinations via transit, cycling, walking, and carpooling. Some of the projects within this status report include items that will ease congestion for cars and trucks, or expand vehicle capacity, resulting in the possibility of increased VMT. Additionally, some projects reported here do not have a Locally Preferred Alternative (LPA) yet, and therefore the VMT outcome is not yet able to be determined, although Metro staff will ensure that the Board and public will have access to analysis related to VMT during the process of selecting an LPA or when any action on the project is being requested of the Board. Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient movement of people and goods, as required by state law.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The development of projects included in this report supports Strategic Plan Goal #1 by delivering high-quality mobility options that enable people to spend less time traveling.

NEXT STEPS

Staff will continue to advance these projects through the planning phases. The next quarterly update will be provided in January 2027.

ATTACHMENT

Attachment A - Project Status Report

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Stephanie Wiggins
Chief Executive Officer

Major Capital Projects Update Countywide Planning and Development

October 14, 2026

#2026-0540

Presented By

Allison Yoh, Ph.D.

Senior Executive Officer

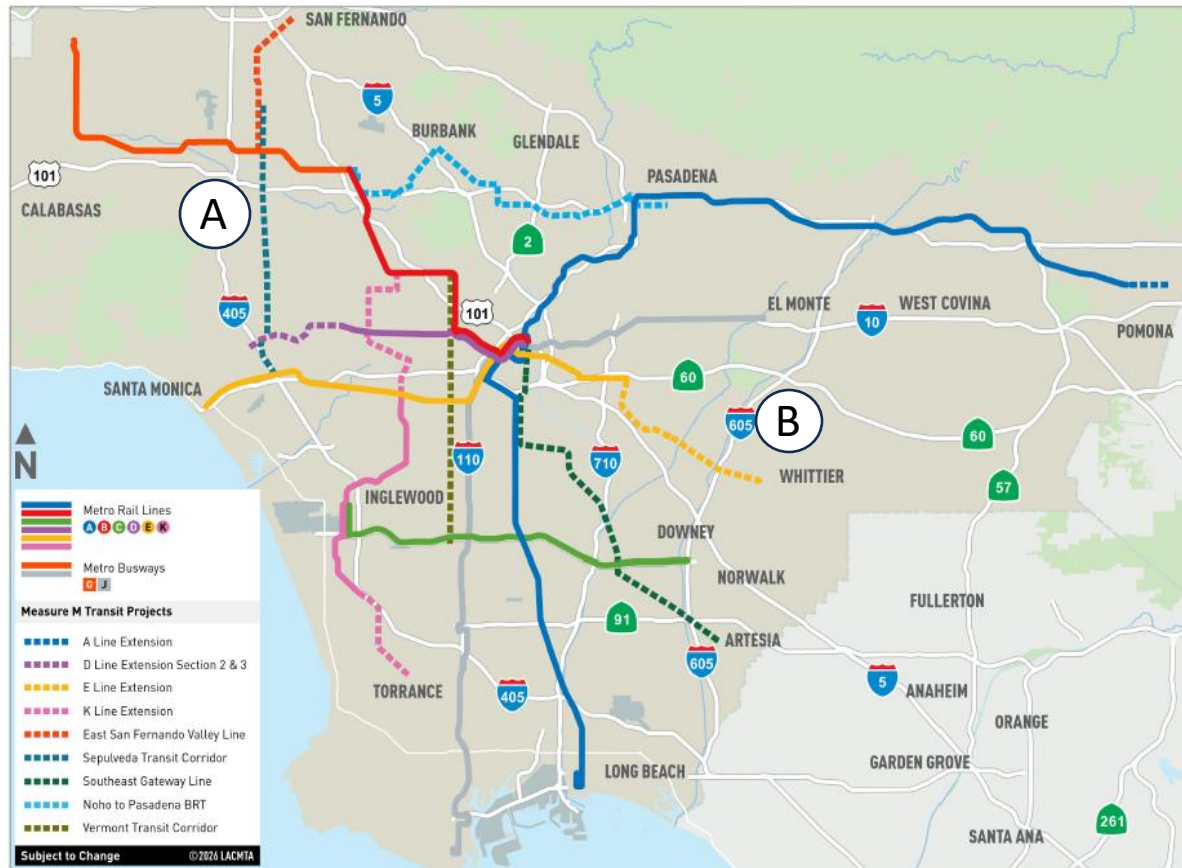
Systemwide Planning and Analysis

Avital Barnea

Senior Executive Officer

Multimodal Integrated Planning

Major Corridor Projects



Major Pillar Projects

- (A) Sepulveda Transit Corridor
- (B) Eastside Transit Corridor Phase 2

Other Projects in Planning

- Link Union Station
- Rail to River Active Transportation Corridor
- Los Angeles River Path
- Antelope Valley Line - San Fernando Valley/Pacoima Metrolink Station and Mobility Hub
- Southeast Gateway Line *
- K Line Northern Extension *

Sepulveda Transit Corridor

Phase

Environmental Review (California Environmental Quality Act / National Environmental Policy Act)

Recent Activities

- Restarted geotechnical investigations
- Advanced design refinements to reflect Locally Preferred Alternative (LPA) direction
- August: Published final federal Planning and Environmental Linkages Study

Next Actions

- Concurrent advancement of California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental clearance focused on LPA
- Advance LPA design to inform CEQA/NEPA environmental clearance
- Update cost estimates to reflect LPA design and Initial Operating Segment (IOS)

Challenges

- Navigating federal process with P3 approach



Opportunities

- Assess Public-Private Partnership (P3) as IOS delivery method

Eastside Transit Corridor Phase 2

Phase

Environmental Review
(National Environmental Policy Act)

Recent Activities

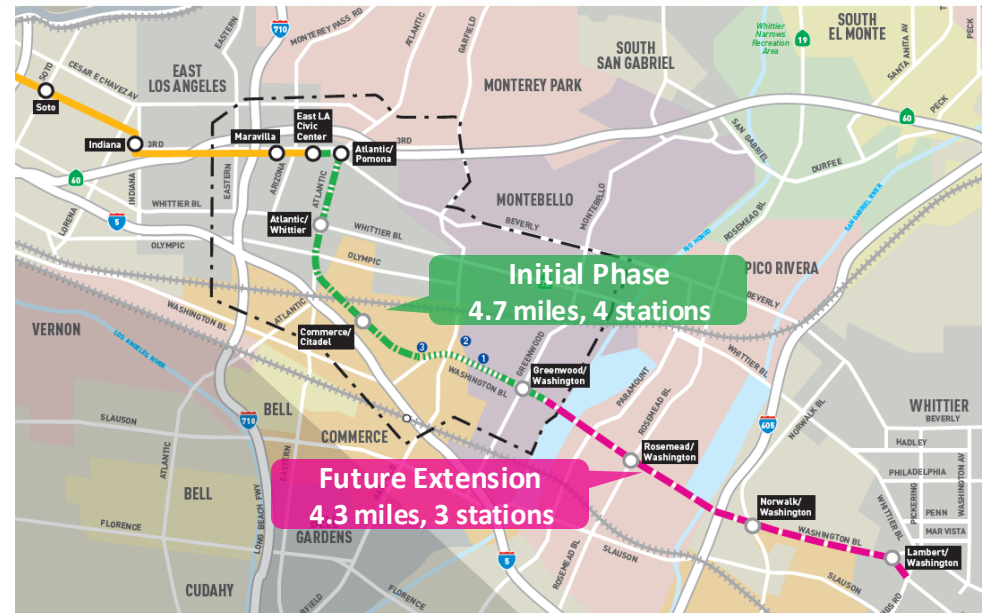
- July: Board received the Environmental Assessment and approved the Maintenance and Storage Facility site in Commerce
- July/August: Prepared Draft Findings of No Significant Impact (FONSI) and draft responses to public comments for Federal Transit Authority (FTA) review

Next Actions

- Fall: Complete FONSI/NEPA and Preliminary Engineering
- Advance Right-Of-Way (ROW)/utility coordination

Challenges

- Capital Investment Grants (CIG) Project Development (PD) phase requires completion within 2 years
- Identifying funding to complete the project is ongoing



Opportunities

- Complete National Environmental Policy Act (NEPA) to support federal funding eligibility
- Advance project through CIG Project Development
- Coordinate with City of Pico Rivera/Caltrans on Rio Hondo Washington Blvd Bridge to accommodate future E Line extension to Whittier

Link Union Station

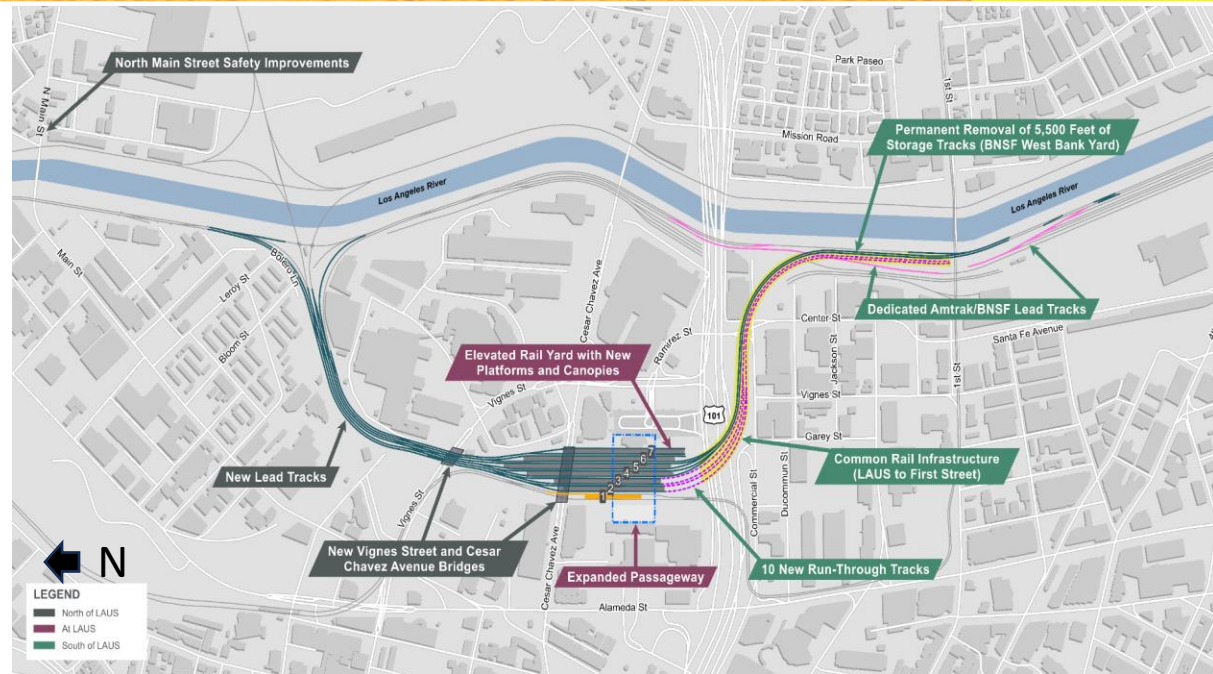
Phase Design

Recent Activities

- Metro was not awarded the Federal Railroad Administration (FRA) Federal-State Partnership (FSP) for Intercity Passenger Rail grant; the project is seeking additional Interregional Transportation Improvement Program (ITIP) and Solutions for Congested Corridors Program (SCCP) Grants with the state

Next Actions

- Continue preparation of the Administrative Record
- Submission of 95% Design of Phase 2 Supplemental is scheduled for early November 2026



Challenges

- Litigation from City of Vernon
- The Project has a funding gap, and there are limited grant funding opportunities in the near future

Opportunities

- In light of the recently executed Confidentiality Agreement, a future meeting is on the horizon with BNSF and Vernon

Rail to River Active Transportation Corridor (Segment B)

Phase Planning / Design

Recent Activities

- Continued coordination with City of Commerce (project lead) and local jurisdictions on the Randolph Corridor project (formerly Segment B)
- Evaluating potential alternatives to connect Segment A and Segment B as directed by the Metro Board
- Assisting local jurisdictions with 3rd Party coordination - Union Pacific Railroad (UPRR), US Army Corps of Engineers

Next Actions

- Continue coordination with cities/County, as well as the future Southeast Gateway Line



Challenges

- Timely 3rd Party reviews
- UPRR has requested unplanned improvements associated with the railroad bridge over the LA River

Opportunities

- Continue to monitor potential funding opportunities as needed

Los Angeles River Path

Phase

Environmental Review (California Environmental Quality Act)

Recent Activities

- Continued to review and respond to public comments received on Draft Environmental Impact Report (EIR)
- Finalization of Cost Benefit Analysis (CBA) to inform recommendation for Locally Preferred Alternative (LPA) and Initial Operating Segment (IOS)
- Met with City and County representatives to support scope, schedule and budget for LA River Governance Study

Next Actions

- Fall/Winter 2026 (tentative): Board action on LPA, delivery plan, phased implementation



Challenges

- Multiple jurisdictions and adjacent projects requiring extensive 3rd party coordination

Opportunities

- LA River Governance Study as opportunity to identify lead agencies for LA River Path construction, operations and maintenance

AVL – San Fernando/Pacoima Metrolink Station and Mobility Hub

(formerly the ESFV Shared ROW Study)

Phase	Planning / Design
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Recent Activities

- August 2026: Executed task order for conceptual planning, environmental clearance and preliminary engineering for the station and mobility hub
- September 2026: Held internal Metro project kick-off meeting and began coordination with key project stakeholders

Next Actions

- Stakeholder kick-off meeting with external agencies (November)
- Continue preliminary engineering on rail crossing safety improvements
- Advance conceptual planning for Metrolink Pacoima station, mobility hub, and trackwork
- Continue stakeholder and public engagement



Challenges

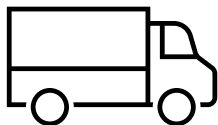
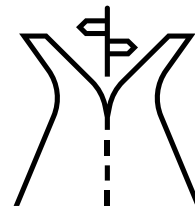
- Right of way coordination with Metrolink and the adjacent Brighton to Roxford double track project

Opportunities

- Delivery of early improvements to address safety needs

Quarterly Major Projects Report

Complete Streets & Highway Projects



Presented by Avital Barnea

Senior Executive Officer, Multimodal Integrated Planning

I-605 Corridor Multimodal Improvements Project (I-605 CMIP)

(I-10 to I-105)

Status/Schedule

- Current Phase: Environmental and engineering studies for Draft Environmental Impact Report/ Draft Environmental Impact Statement (DEIR/DEIS) are underway.
- Coordination on local projects and complete street elements is ongoing with the Corridor Cities.
- Draft Communication Plan under review.
- Upcoming milestones: Data collection, preparation of engineering/environmental studies, and review of design packages with Caltrans will proceed through 2027/28 for the development of the initial Draft Project Reports and DEIR/DEIS in 2028/29.

Purpose and Need

- Safety and operational deficiencies, lack of multimodal transportation options.
- 4,335 collisions resulting in injury occurred within I-605 project limits (2019 - 2023)

Multimodal Scope

- Provide bicycle, pedestrian, and equestrian trail improvements.
- Provide roadway connections to transit stations.
- Include Transportation System Management/ Transportation Demand Management (TSM/TDM) strategies.
- Provide managed lane improvements (High-Occupancy Vehicle lanes and/or ExpressLanes), interchange safety improvements, and direct connectors.

Project Benefits

- Enhance local and regional safety, connectivity, and access; increase person throughput while avoiding residential displacements.



Challenges

- Some partial right-of-way may be needed.
- Project alternatives are partially funded.

Metro & Caltrans Roles

- Metro: Project Sponsor for current phase.
- Caltrans: California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) Lead.

I-405 ExpressLanes Project – Sepulveda Pass

(ExpressLanes from I-10 to US 101)

Status/Schedule

- Current Phase: Environmental phase - the environmental document is under going Caltrans review
- Outreach activities in progress to inform the public the Draft Environmental Impact Report/ Draft Environmental Impact Statement (DEIR/DEIS) is scheduled to be released in late Fall 2026

Purpose and Need

- Provide additional mobility options within the geographically constrained Project Corridor and provide resources to implement related projects and facilitate future improvements, including multi-modal options, within the Project Corridor.

Multimodal Scope

- Environmental document is evaluating potential multimodal elements.

Project Benefits

- Improve traffic flows, person throughput, and trip reliability.
- Incentivizes carpooling and transit
- Increases continuity of the planned regional ExpressLanes network

Challenges

- Construction not fully funded.



I-405 Improvements (I-110 to Wilmington Avenue)

I-405 South Bay Curve Improvements

Status/Schedule

- Current Phase: Environmental Phase- Project team is evaluating and drafting responses to comments received during public circulation
- Community Engagement: A 45-day public circulation of the Draft Environmental Document was from August 5th to September 21st. Two Public Hearings were held on August 20th and August 25th at the Carson Event Center.
- Next Major Milestone: Staff will prepare an informational Board Box about the public circulation period prior to the release of the Final Environmental Document, with the preferred alternative selected, which is anticipated in Summer 2027.

Purpose and Need

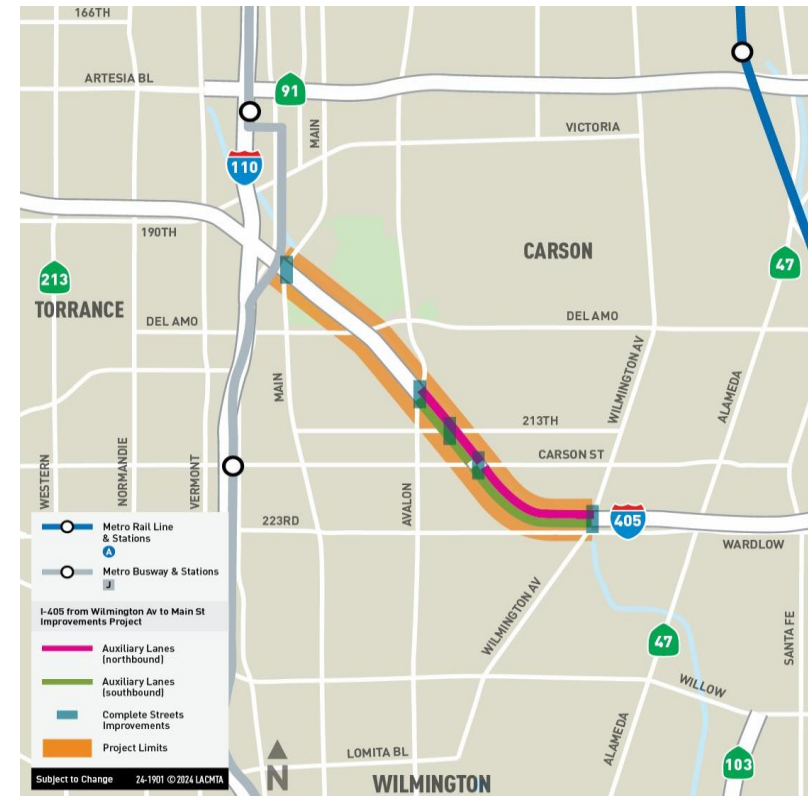
- Traffic safety and operational needs.
- From April 2020 to March 2023, 612 collisions (278 northbound and 334 southbound) occurred within the project limits, and of these, over 75% were rear-end and sideswipe, indicating congestion.

Multimodal Scope

- Build four auxiliary lanes (about 1 mile in each direction).
- New high-visibility crosswalks, pedestrian flashing beacons, and cyclist signage.
- Transportation System Management/ Transportation Demand Management (TSM/TDM) strategies.

Project Benefits

- Improve overall mobility and safety for pedestrians, cyclists, and vehicular travel.



Challenges

- Construction not fully funded.

Metro & Caltrans Roles

- Metro: Sponsor for environmental phase.
- Caltrans: California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) Lead.

SR-14 North Los Angeles County Safety & Mobility Improvements (Interstate 5 to Agua Dulce Canyon Rd)

Status/Schedule

- Current Phase: Project Approval/ Environmental Documentation (PA/ED)- Caltrans is reviewing and approving technical studies to support DEIR/EA.
- Community Engagement: Quarterly coordination meetings with corridor stakeholders
- Next Major Milestone: Circulation of Draft Environmental Document expected in Summer 2027.

Purpose and Need

- Enhance safety, mobility, and multimodal transportation options
- Lane drops and changes in grades cause safety and operational challenges
- From 2020 to 2022, 774 reported collisions, 314 fatal and injury collisions for all four segments



Multimodal Scope

- Lane gap closures where there are lane drops, Transportation System and Demand Management elements, safety enhancements, complete streets, and wildlife connectivity improvements.

Project Benefits

- Multimodal options to provide increased access, connectivity, and improved safety.
- Improve overall mobility and safety.



Challenges

- Vehicle Miles Traveled (VMT) analysis and potential mitigations to be determined.

Metro & Caltrans Roles

- Metro: Sponsor for environmental phase.
- Caltrans: California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) Lead.

I-605/Valley Boulevard Interchange Improvements

91/605/405 Hot Spots Program

Status/Schedule

- San Gabriel Valley Council of Governments (COG) is the construction lead.
- Caltrans issued Right of Way Certification & Encroachment Permit to Metro on April 17 and April 20, 2026, respectively.
- Allocation request for construction funds was approved by the California Transportation Commission (CTC) at their 6-26-2026 2026 meeting.
- Target begin construction is March 2027.
- Community Engagement: COG to convene pre-construction public meetings.

Purpose and Need

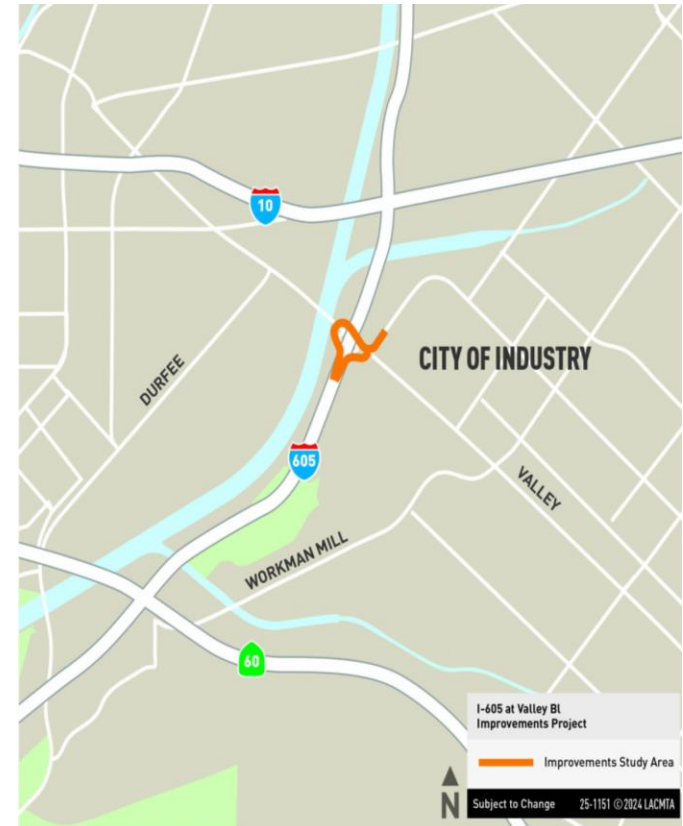
- Improve safety and mobility due to high collision rates caused by weaving conflicts, freeway and ramp queuing, and congestion (1,126 collisions occurred within the project limits from 2016 to 2018).

Multimodal Scope

- Reconfigure ramps, upgrade and coordinate traffic/railroad signals.
- Upgrade Americans with Disabilities Act (ADA) infrastructure (curb ramps, sidewalks, and pedestrian pathways) and rehab adjacent local roads.
- Install pedestrian gates at railroad crossings, special signals, shorter crosswalk, and median island refuge.

Project Benefits

- Reduce collisions, congestion, weaving conflicts, and queuing.
- Enhance pedestrian access and safety.
- Provide better truck access/maneuverability along freeway ramps.
- Improved railroad safety to reduce the potential for pedestrian, vehicular, and train (freight and passenger) conflicts.



Challenge

- Timely execution of COG tasks leading to advertising, awarding and initiating the construction contract after CTC approval.

Metro, Caltrans & COG Roles

- Caltrans provided oversight of environmental and design tasks led by Metro contractor.
- San Gabriel Valley COG to build project.